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Onemess Notices.

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New-Pork Daily Tribune.

FOUNDED BY HORACE GREELEY

NEW-YORK, MONDAY, JANUARY 22.

THE NEWS THIS MORNING.

FOREIGN .- Further details of the loss of the steamship Cimbria, of the Hamburg-American Line, are published; there were nearly 500 persons on beard, of whom, up to a late hour last evening. only 56 had landed; steamers are searching for the missing boats. === Farrell, the informer, continued his revelations in the Dublin police court on Saturday. - The International Ex hibition of Fine Arts in Rome was opened yesterday. === France has filed a formal protest against the abolition of the Joint Control in Egypt. - Prince Frederick Charles Alexander, brother of the Emperor of Germany, died yesterday at the

DOMESTIC .- Twenty-one lives were lost in the railway wreck near Tehichipa, Cal.; the accident was due to the fact that the train was not restrained by brakes. === The machine shops of the Great Western Manufacturing Company, Leavenworth, Kan., were burned; loss \$75,000 === The postmaster at Steelton, Pa., is charged with retaining Government moneys. === Four men were badly injured by a premature blast at the mine of the Harrisburg Copper Mining Company, Adams County, Pa. == Red Cloud received at entions in New-Haven yesterday. - George L. Lerillard. of New-York, was married at his residence in St. Augustine, Fla. = Gounod's "Redemprion" was presented in Boston last evening without the

orchestral parts. CITY AND SUBURBAN.-There were many in quiries yesterday at the offices of the agents of the Hamburg Line in regard to the passengers on the wrecked Cimbria. == Mr. Gould talked to a TRIBUNE reporter in regard to the cleven mysterious boxes found in Jersey-City. - Mr. Beecher spoke in Plymouth Church concerning Christian charity; the Rev. R. Heber Newton continued his course of sermons on the Bible. === Heary Orr

THE WEATHER.-TRIBUNK local observations indicate fair and clear weather, with lower tempertures. Temperature yesterday: Highest, 40°; lowest, 22°; average, 3278°.

was shot by a masked I aliau in Harlem.

While the murders committed in this city are generally premeditated enough to hang the guilty man, they are not often the result of a carefully prepared plan worked out to a wicked ending. The attempt to kill Henry Orr in Onehundred-and-twelfth-st., which is reported this morning, is an exception to the rule. Orr was met in a dark passage by an Italian who wore a mask and fired at his intended victim in obedience to a command from an accomplice in the distance. The story has all the elements of a yellow-covered novel, even in its happy conclusion. Orr's thick clothing saved him from a fatal wound.

The Western Union has taken a wise step in deciding to try the experiment of putting its telegraph wires under ground. A contract for laying a tube to contain 200 wires, from Devst. to Twenty-third-st., in Broadway, has been given out. The underground system has worked well abroad, and is sure to be prescribed by law in this country before very long. The Western Union Company could not have made a more popular move. The towering poles bending under their load of wires are hateful in the eyes of most residents of the city. This change will make it necessary to tear up the pavements again; but painful as that prospect is, the public will contemplate it with patience if the wires only finally disappear from

From further testimony given at the hearing upon the charges of conspiracy to murder in the Dublin Police Court, it seems likely that the Fenian organizations will have to bear the immediate responsibility of the assassinations in Ireland. A select committee of that secret society, whose members were not all known even to one another, planned and executed the murders. The leaders of the Land League may be expected soon to point out that they always said they were not guilty of these dreadful crimes. Despite their protests it cannot be forgotten, however, that their utterances often breathed the spirit of assassination, fostered the bloody tendencies of their hearers, and gave security to the murderers by making it popular to shield them from justice. Without the aid of the Land League the work of the assassination committee could not have been so successfully accomplished.

Any one who has intended to visit in Schuyler, Yates, or Tompkins Counties about this time will do well to change his plaus. Most of the towns in that part of the State have been quarantined because smallpor has

has the matter in charge and the epidemic is | can already be seen. The Republican party | by Hall appeared uncertain what course believed to be under control. The way the contagion spread is told in our Albany letter. A worthless prodigal returning to his deserted family last May scattered the seeds of disease among the passengers of an express train and an old lady carried the contagion to Schuyler County in her shawl. It seems to be a result of having the smallpox that the patient im- rally. mediately wants to start on a journey or to visit among his friends. The Health Board of this city last week captured a patient who had been spending his time since he had been taken ill in calling on all his friends, drinking at all liquor-stores in his neighborhood as well as attending church, and going to see his tailor. These are not items of pleasing information, but they have a moral. It is to get yourself vaccinated again if you have not

The sinking of the Cimbria, with an appalling loss of tife, again calls attention to the fact that the boasted water-tight bulkheads in ocean steamships seem to be of little use in a collision. Yet these are one of the last provisions for safety which builders have hit upon. So great reliance is placed upon them that in describing or advertising a new steamship particular attention is called to the existence of these compartments. In reviewing the wrecks of last year in these columns, recently, the great number of vessels which went to the bottom despite their watertight bulkheads was commented upon. The only instance that we now recall in which the bulkheads were of much avail was in the case of the Arizona : she came off triumphant from an encounter with an iceberg, owing to her water-tight compartments. But two more disasters must now be reckoned as against this boasted device of ship carpenters. The City of Brussels was struck on her starboard bow and went down almost immediately. She had seven water-tight bulkheads with flood-gates worked from the spar-deck. The Sultan crushed into the Cimbria abaft the first collision bulkhead. This doomed vessel had six transverse water-tight compartments, but she sank in a few moments. Unfavorable conclusions must mevitably be drawn from these calamities. Either the value of the system of bulkheads is overrated, or the partitions between the compartments are not made properly or strong enough, or the flood-gates are carelessly allowed to remain open.

REPUBLICANS UNITING. When the Republicans came together in the Senate and House at the opening of the session, it seemed hardly possible that they could agree as to the matters upon which the people most desired action. Yet a Civil Service bill has been passed already, and not a bad bill nor one of questionable intention, though it may not prove atisfactory in all its details. The tariff question is a much more difficult one to agree upon. But the course of the Republican caucus of Representatives gives reason to hope that some good measure may yet be passed. The caucus decided with great unanimity to take up the bill of the Ways and Means Committee, to give fair opportunity for amendments, and to stick to the matter until a bid should be passed. Members wish opportunity to present amendments on matters in which their constituents are especially interested, and will doubtless have it if the privilege is not abused. But the majority, if it acts in the spirit shown in the caucus, will hold ever in mind the paramount importance of reaching some action, and action favorable to the maintenance of the protective system, before the session closes.

When the House bill has been printed and carefully examined, it may be possible to determine whether the Committee is right about it. The majority of the Committee holds that it is a better bill than that of the Commission or that of the Senate Committee. Inasmuch as the Committee only can know as yet exactly what it has done, for there has not yet been and to the amount of £6,000 for the Kirby time except in the Con mittee Room to ascertain | Hall. This disaster is worth recalling as being the effect of many changes of classification, this statement must be received with respect, though it does not seem to be supported by what is known of the action of the Committee. Indeed, if the Republican members and known protectionists of the Comm tice were agreed in that opinion, it would be entitled to much confidence. As they are not agreed, the unanimous report of a Commission composed of men preeminently well-informed as to leading branches of industry still seems to us to have the greater weight. But the essential thing at present is to get the best bill that can possibly be obtained, and therefore to approach the subject without rooted prejudice in favor of or against either. Indeed, there are many features that the three bills all contain which are of high importance, and many others which all contain in greater or less degree. The adoption of some measure embracing in one form or another these provisions, which all admit to be desirable, is now

of the utmost importance. No intelligent friend of the protective system can fail to perceive that modifications of the tariff have become essential both to its wellworking and to its stability. The law now in force works mischief through some of its provisions, and has led to great complaint by some of the most powerful industrial organizations. In the face of these earnest appeals, which have been increasing for several years, it is not sensible to say, as some have said, that there is no public desire for a revision of the tariff. Such demand as there is for an overthrow of the protective system Congress will not listen to, unless it is prepared to bring great disaster upon industries that have grown up for twenty years | their guidance and do their duty. It has be under its shelter. For the same reason, Congress will turn a deaf ear to all propositions cal culated to cripple the system indirectly-to punch holes in it so that it may sink. To resis every such change resolutely, and at the same time to agree upon those changes which have become really necessary to the efficiency and maintenance of the system, is the task which the members of Congress undertake. They have the aid of two committees and one commission of experts, all governed by a desire to uphold and maintain the protective system. Changes which these three bodies have agreed to reject can hardly be safe. Changes which they have agreed to adopt can hardly be very dangerous. But it would be very dangerous indeed, to all

business and industrial interests, to suffer this session to pass without making those modifications which the safety of the protective system requires. For the work will then be turned over to a Congress controlled by enemies of that system, and especially by men who do not comprehend the needs of a diversified industry. The Democratic Congress might tear the tariff to pieces, and in that case would bring ruin upon great industries. Or it might shrewdly hid for success in the Presidential election by taking up as its own and passing either the bill of the Commission or the bill of the Senate Committee. Each has been so indorsed by high protective authority and by great industrial bodies that its adoption, after a Republican Congress had refused to adopt it, could be used with marked effect in a Presidential contest. But the industries of the country cannot afford to endure two years of stagnation and uncertainty.

will certainly lose to a dangerous extent the confidence that it has hitherto enjoyed, if it leaves this question unsettled, fails to make the | bave caused the loss of the Cimbria by his dischanges that are admitted to be necessary by both Committees and the Commission also, and offers no definite measure about which the defenders of the American industrial system can

THE NEW-JERSEY SENATORSHIP.

It is common fame that certain legislators at Trenton, N. J., are by their conduct advertising their willingness to be paid for the votes which they are soon to east for a United States | the negligent officers of vessels that should be Senator to succeed Mr. McPherson. It is to be hoped that this prevalent opinion has no foundation in fact. And yet it is evident that popular faith in legislative purity at some of our State capitols is rather feeble when a rumor of this sort finds such easy credence. It is to be hoped too that if any confederacy of practical politicians is really meditating an assault upon the pockets of aspiring statesmen, the strikers will discover that they have under-estimated the virtue of the candidates. Fortunately enterprises of this kind are growing more perilous. Eminent corruptionists have turned pale before now at the thought of Jersey justice as administered by Jersey courts. And at this particular time it is not prudent for a would-be Senator to boast how much money he has to invest in this venture.

Meanwhile, if there are any honest Demoeratic legislators who desire to defeat Senator McPherson their plain duty is to select some opponent to whose reputation clings no suspicion of taint. Chancellor Runyon is such a map. Every one knows that he would not buy or dicker his way through to the Senate, nor skulk into a seat there by the denial or concealment of any conviction or principle. He would bring to the service of the State and of the country a ripe scholarship, a discriminating intelligence and a sound judgment, together with a moral steadiness and force which would make his influence felt in any body. This seems to be a year when caucuses count for little, and a few determined men of both parties in Trenton may be able to bring about a result of which the State need not be ashamed.

COLLISIONS AT SEA.

When the international rules for preventing collisions at sea went into operation, on September 1, 1880, there were many who were sauguine enough to believe that collisions would be practically done away with. The facts clinched by the losses of the steamship Cimbria and brig Mariposa on Friday, and of the City of Brussels on January 7th, fail to confirm this belief. In the year 1882 there were 284 steamships and large river steamboats lost, and of this number thirty-two were sunk by collisions. Many of these losses will be recalled by our readers, notably those of the Douro, of the Royal Mail Steamship Co., sunk off Cape Finisterre on April 1, when thirty-four lives were sacrificed; of the Cambronne, sunk in the British Channel on November 27, with the loss of fourteen lives, and of the Principia, off Port Said on March 1; while two vessels were sunk at our very doors, the Nankin, which went down in New-York harbor on May 6, and the Alene, of the Atlas Line, which came into collision with the monitor Nantucket in the North River on October 27. The disasters of the year thus far are of a still more startling character. The City of Brussels, of the Inman Line, was run down on January 7 by the Glasgow steamer Kirby Hall, while lying-to in a fog near the lightship off Liverpool. It was stated that whistles and tog-horns were continually sounded on the City of Brussels, and the whistles of the approaching City of Kirby were distinctly heard. Nevertheless, the collision took place, although the latter vessel appears to have been in fault ; two lives were lost; damages to the amount of £160,000 were claimed for the City of Brus sels, exclusive of a cargo valued at \$400,000, one of the most costly and unnecessary instances of marine mishaps. Now we have the Cimbria run down by the Sultan in the North Sea on Friday merning, her loss probably accompanied by an appalling sacrifice of life, while on the same day a coasting brig, the Mariposa, is run down by the steamer Canima in Long Island Sound and seven out of her crew of eight are drowned. It is too early yet to fix the responsibility for the loss of the Cimbria with exactness, but the report that the Sultan struck her bow on indicates that the Sultan was to blame. In the case of the Mariposa there is the possibility that the lookout may have neglected his duty on the one hand, and on the other the well recognized rule that a steamship must keep out of the way of a sailing vessel. It is a matter of importance, however, to the

thousands who yearly cross the ocean or who daily travel on Sound and river boats to know what assurances they can rely upon against the dangers of collision. The safety of sea-going craft is supposed to be determined by official inspection, although the number of old lengthened iron steamships lost last year shows that many "ocean tramps" from the West of England yards were allowed to go to sea without proper examination. The stranding of vessels is undoubtedly sometimes not to be avoided, but in the majority of cases it depends upon the seamanship of the captain. But collisions form a class of maritime perils wholly within the control of human power, not to be excused by any faults in the construction of the ship nor by winter storms, but perfectly preventable if captain and crew have proper rules laid down for come doubtful whether the international rules are the best that can be devised. Their improvement must be left to experts, and it would seem proper that these rules should be again examined by the British Admiralty and Board of Trade in view of the undue prevalence of collisions at sea. There is room for effective changes in the signals employed. A telegraphic code of blasts from a tog-horn such as was advocated two years ago would convey some definite knowledge as to the exact positions of two vessels, but its introduction would take a long time and its use might prove confusing. The carrying of electric lights and of rockets and bluelights, as is done on many vessels, has been recommended, like the scores of other methods for sea signalling in bad weather, but never generally adopted. The noise of whistles and horns, scientists tell us, is often lost in "soundless zones" in the air which cause aberrations of audibility consequent upon peculiar atmospheric conditions. It is quite possible to find objections to any code of signals or set of

But while the international regulations do not appear effective in checking collisions, it is obviously unjust to charge upon them the blame of these disasters. Human error is responsible in the majority of cases. If these rules had been carefully observed in all the instances we have alluded to, few collisions would have taken place. Blasts every two minutes from the fog-horns of both vessels and the alteration of both courses to starboard would have saved

to take until too late. So the captain of the Saltan, as far as can be gathered, appears to regard of the rules of the code, while in the Sound disaster the general rule places the blame upon the steamer. This then is the situation : We have a definite set of rules embodied in the laws of the leading nations of the world for preventing maritime collisions. Whatever criticisms may be passed upon these rules, they exist and must be implicitly followed. That this is not the case has been abundantly shown. It remains to exact the same penalty from exacted from the conductor of a train whose disobedience of regulations causes the loss of life. Every collision should be followed by a swift and thorough investigation, and the laws of all countries whic's have adopted the international regulations should provide for the extreme punishment of the men found responsible. This is all that can be done at present. It is not a question of the value of cargoes and of vessels, costly as these collisions have proved, but of the sanctity of human life. Perhaps in the future we may expect science to furnish us improved methods of signalling, indestructible vessels, and regulations for sea travel which shall be perfect. But now we can only demand that the rules which we have shall be followed to the letter, and that any one who sacrifices the lives of others upon the ocean highway shall be held as sternly accountable as the murderer whose hands are red with his victim's blood.

MONEY AND BUSINESS. The past week has been one of unusually

active speculation in grain, moderate dealings in cotton and petroleum, and larger transac tions than have been seen for nearly a month in the stock market, while the volume of other business has been comparatively small. Indeed, so far as one can judge from the exchanges, it has not been as small at any other time since last July, for, though the reported exchanges were smaller for the previous week and for one week in August, the difference in both cases was due to the speculation in stocks. Deducting for sales of stock, less than \$500,000,000 of other exchanges remain for last week, against about \$630,000,000 for the corresponding week last year. The speculation in products was about equally active for the two weeks compared, and the difference was due to the smallness of other transactions The weather has influenced business consider ably, but uncertainty in regard to legislation on the tariff and internal revenue has probably been still more potent. In dry goods the presence in town of many buyers is noticed, but the dealings appear to be smaller than has been expected. Dealings in coal have been duninished by the weather and the partial suspension of production. The market for metals is dull, with a weak tone as to iron, lead, tin and copper. In the grocery business there is general disappointment at the condition of the trade. Business on the Cotton Exchange, says the Financial Chronicle, has been brought almost to a standstill, though there was a slight concession in prices last week. On the other hand, no apprehension is felt; the failures thus far this year have been relatively few and unimportant, and the state of the markets is one of inactivity but not at all of disaster.

The two speculative markets in which especial activity has appeared-the stock and grain markets - have been simultaneously moved to higher prices. A concurrent advance in stocks and in grain is not customary, nor natural under ordinary circumstances. But the decline in prices in both markets had been so long continued and considerable that an upward movement in each offered attractions to speculators. If there is ground for the belief that the grain crops will prove much smaller than has been privately and officially proclaimed, so that the supply for this year will exceed the demand but little or not at all, then bright anticipations of enorgrain must be disappointed. Or, if it be true that the grain crops are as large as has been officially reported, the railroads will have enough to do at remunerative rates, but the holders of grain must look for very low prices. In the end, therefore, either the advance in gram or the advance in stocks must be met with a failure of the especial conditions upon which it has recently been based. But each advance may nevertheless be continued for a considerable time, if the manapers please to use the power they possess, for both markets are under the control of the leading operators.

Since January 2 wheat has advanced at Chicago from 9312 cents to \$1 021s, corn from 4914 cents to 6912 cents, and the receipts bave failer off materially. During Christmas week 1.229,000 bushels of wheat were received at Chicago, Milwaukee, Detroit, Toledo, Indianapolis and Peoria; last week only about 700,000 bushels; the receipts of corn, then 2,390,000 bushels, were last week only about 1,200,000 bushess. The final estimates of the Agricultural Bureau make the wheat crop of 1882 502,798,600 bushels, and the corn crop 1.624,917,800 bushels, but it is said in justi-Scation of an advance that a very small part of the corn turns out to be of good quality. Sales in this market alone since January 1 have been about 43,000,000 bushels of wheat and 38,000,000 bushels of corn, while the entire "visible supply" in the country has not exceeded about 21,000,000 bushels of wheat and 9,000,000 bushels of corn, and only one-third of the wheat and one-seventh of the corn is at or near New-York.

Neither legitimate business nor speculation was perceptibly affected last week by the money market, which was well supplied. The banks gained \$209,900 in specie and \$691,500 in legal tenders, notwithstanding an increase of \$730,000 coin and \$275,000 currency in the average of treasury balances. These statements correspond well with other returns which show receipts from the interior exceeding shipments by about \$1,800,-000. The surplus reserve increased \$804,075, and is now \$8,674,775, but the favorable statement added little strength to the stock market, which had been decide lly strong and rising before it appeared. The agreement of nearly all the strong operators to advance prices is the main cause of the improvement made last week, for the news as to earnings or general business is in no respect more favorable than it was one week or two weeks ago. After the decline that has occurred since last July, it was to be expected that operators would wish to bring about an advance; how long they will continue it is a question that they only can answer. The outsiders have at no time of late taken any such part in the market as to control or largely influence its movements.

A NEW REMEDY FOR INTEMPERANCE.

The doctrine of compensation is sure in its working. Some time since Prohibitionists were horrified by the announcement that a French chemist had discovered a method of solidifying brandy and wine the City of Brussels. Netwithstanding the in lumps like sugar or alum. The picture was at whistling that was actually going on that once presented of a community carrying about broken out there. The State Board of Health | The effects of that uncertainty upon business | foggy morning, the cautain of the Kir- sticks of "old rye" and lozenges of Boarbon and

surreptitiously imbibing alcoholic stimulants through an apparently innocent medium. But another discovery has just been made which offsets this danger. It is stated that on partaking of the Kala nut-whatever that may be-the most hardened toper is at once seized with a violent aversion for every form of alcohol. If this is confirmed, the Kala nut will undoubtedly be widely used. Its first official application will probably be to our police force. It would be a beneficent thing, also, to have a supply in every Police Court and to administer by main force a dose to every culprit arrested for intoxication. Ardent advocates of temperance will probably carry a supply of the nut about and seek opportunities to force it slyly upon bibulous friends. In this is disclosed the chief drawback to the use of the Kala nut. There are men who are basely unwilling to substitute for their present tastes a strong aversion to all alcoholic stimulants. Take a busand of this kind. If he suspects that his wife has lesigns upon him with the Kala nut, the harmony of that household will be at once destroyed. Undoubtedly wives whose husbands return late from the club will hail the Kala with delight, and the results of their attempts to cause their lords to partake thereof will be a widespread succession of family rows. Nevertheless there is a simplicity in the use of the Kala which indicates its superiority to another preventive of intemperance recently discovered.

A traveller in the tropics drank the sap of a plant, and soon after was misguided erough to take a nip at his brandy flask. It appears, however, that alcohol exercised a congulating effect upon this sap, and the unfortunate traveller's internal arrangements were immediately solidified into India rubber. It has been suggested that this sap should be collected and imported and administered to inebriates with the solemn warning that their first drink would cause their instant transformation into an Indiarubber corpse. Thus there would be a motive deidedly stronger than moral snasion for abiding in the paths of virtue and refraining from the bowl. But it has been objected that this would cause a great decrease in the population. If, for example, this sap were given to the braves of Tammany, no one can doubt that Tammany, instead of being com posed of wooden men, would shortly be found to be made up of rubber statues. Every Tammany seehem would scorn to turn his back upon his glass of whiskey merely from fear of death. So, rather than annihilate Tammany, let us we'come the Kala nut as thus far the simplest preventive of intemper-

Why the Rev. Dr. Hicks of the Tabernacle Church n Washington, should deem it necessary to execute a legal paper transferring to Surgeon-General C. H. Crane, U. S. A., all his right and title to Guiteau's body, and so to inform the country, is difficult to understand. Nor yet why Surgeon-General Crane should mysteriously declare his inability to state publicly what would be the final disposition of the edy. What should be do with it but bury it ? It would have showed more discretion and taste in the Rev. Dr. Hicks if he had put his ghastly legacy decently in the grave as soon as he got posession of it. What else can they do with it now i They need not be afraid that any public indisnity will be offered to the remains of the wretched man if its whereabouts are known. The American people do not make war on corpses; and when their misplaced good humor calmly suffered his public display of insolence and blasphemy for weeks ogether, they are not likely to assault his dead body now. Are we to suppose that we are to have this miserable cadaver set up as a permanent show either in a museum or travelling circus, a perpetual national bugaboo to scare us from assassination ! Are we never to be done with the Guiteaus? It was an old Roman custom to fasten the dead body of a criminal to his living companion in the galleys; but this nation has hardly deserved such an exreme punishment.

Those citizens of New-Jersey who have made hemselves most familiar with the career of the tion. John R. McPherson consider his attempts at posturing on the Auti-Monopoly tight-rope a trifle nore entertaining, if possible, than his efforts to balance himself on the slack-wire of Civil Service

PERSONAL.

Senator-elect Cullom, of Illinois, will resign the Governorship of that State on February 1. Ex-Recorder William S. Paddock, of Albany, who

died on Friday evening, first opened a law office on the present size of the rules of I weddle Hall. The Hon. Montgomery Blair has just purchased Miss Jennie E. Davis, who has been chosen to the

head of the female department of Liberia College, Liberta, was graduated at the Girls' High School, Boston, ten years ago, and has since been teaching Governor Butler, of Massachusetts, went to Governor Butler, of Massachusetts, went to ate gives the Democratic papers an opportunity to vent Washington Friday night, leaving Lieutenant their spleen upon him. They will never forgive him for G vernor Ames in charge, to the great joy of tardy

officials at the State House, who congratulate themselves that for a few days they can report at their usual late hour, without learing a visit form His Excellency. Congressman Kenna, who will succeed the Hon. Henry G. Davis as United States Senator from West Virginia, will be one of the youngest men in the Senate, being only thirty-five. His early life was spent on a farm, and he won his education in a nerce sangule with difficulties and obstacles that would have proved too much for most men to over-

The Euclid-ave. Congregational Church of Cleveland recently sent a committee to Washington to hear the Rev. Dr. Rankin preach. The committee has now unanimously reported in favor of extending Dr. Rankin a call, and it is probable that the church will do so in a few days. Dr. Rankin has been eminently successful in Washington, when he assumed his present charge there, the pas-torate of the First Congregational shareh, thirteen years ago, the society had only 105 members. It now has 732 members and has rid itself of \$42,000 of indebtedness.

Last Thursday the Hon. J. R. Buchtel, of Akron

these days of free inquiry. A man in Australia recently died, leaving \$7,000 to be expended in cases to be said for the deliverance of his soul from purgatory. Ordinarily such directions are faithfully lowed, whatever may be thought of their wisdom But in this case the executor refused to pay over the money to the church until it was legally providers was such a place as purgatory, and that the were really able to deliver souls from it by masses. The case is therefore to be tried in the arts, when some interesting developments may be ex

A constable's life in Nevada is not always a happy one. One of them, who is also editor of The Ruby Hill Mining News, in rettring from office says in ble paper: "We step down and out with a feeling of relief. We are a few grains heavier than when we assumed the responsibilities of keeping the peace of this neighborhood, having during that time acquired what might be termed lead poisoning. Weyburn's bullet we continually carry in our lung, and it is a constant reminder to us that life is uncertain. Since we have been constable of that life is uncertain. Since we have been constable of this town our receipts from that office have been \$300 less than what it cost us to get partially cared of our

The California papers say that after the resnowbalting was very generally indulged in. The win dows of the street cars in Stockton were riddled with snowballs, and the cars had to be withdrawn. The managers blamed the police for not protecting their property when they had always been allowed to ride free," but one of them asked: "What could four policemen do to prevent 26,000 people from snowballing?" The manadrivers attacked when it was impossible for them to de-fend themselves, and that from pleasantry the snow-builing went to touballing and dangerous attacks long after the men of the company protested, and that it die not cease until the cars were drawn off.

A locomotive is being built for the Erie Ratiway in which Mr. Mallett's device for consuming smoke is to be tested. In order to give the invention thorough trial a trip across the continent will be made. There is to be no smokestack on this locomotive, and in its place is to be a matchole merely. The air used to condense the steam is employed for heating and ventilating cars, being delivered torough a conduit which, with coupling ends, passes slong beneath the cars. This sys-tem does away with coal stoves or beneas, and supplies the cars with fresh air and warm air without danger of fire in case of a smash-up.

The last alleged discovery is that there are horued men in Africa. A Captain J. S. Hay recently read a paper before the British Association in which he stated that he had seen them, and exhibited sketches of them. He thought that they belonged to the class of maiformations of which there was a noted example in the case of the "porcupine man," who had horny platte on various parts of his body. It was remarkable that the norms were peculiar to the male sex. Most anthropologists think that the galiant Captain is either joking or remanding.

A ludicrous incident recently took place in Liverpool. There are two brothers who parted many years ago when boys, one of them going to America to seck his fortune and the other remaining in Liverpool to this respect, and not long ago the brother in America d termined to visit the brother in England. The time of the visit was settled by correspondence, and the American set sail. The Englishman is a notorious wag, and arranged that an acquaintance should meet the American as his brother and conduct him to the hotel. The american, who was also a great wag, on the trip decided to play exactly the same joke on his brother, asking an acquaintance whom he had met on the ship to personate him for a few hours. The acquaintance entered into the spirit of the joke, and when the vessel arrived at Liverpool was found by the personator of the English brother and driven to the hotel. The real American brother followed nore leisurely, chuckling over his joke. In the meanwhile the English brother had also gone to the hotel, bursting with merriment over his joke. It happened that the two real brothers met in the lobby of the herel, and, though they had been parted so many years, they knew each other. At first, with blank amazement they greeted each other; and then, as they explained their mutual Jokes, laughed long and heartfly. But the climax was yet to be reacaed. An explanation in regard to the gen-ilemen who had personated them, and who were now, as tiemen who man personated them, and who were now, as they imagined, playing a buge joke on each other, showed that they also were orothers who had been separated from boyhood, but who did not know each other when they met. The draw pair of brothers hurried up to their parlor, and after the situation had been explained all around, the comedy of errors was pleasantly ended by an old-fashioned English dinner.

POLITICAL NEWS.

The Nebraska Senate has adopted a resolution disapproving of the acceptance of railroad passes by members of the Legislature. With tairty men conesting for Mr. Sounders's sent in the United States senate it was thought necessary doubtless to do some-ning to discourage the growth of rising young states-

The Ohio Republican State Central Committee will meet in Columbus to-morrow to fix the time for holding the next State Convention. The disposition cems to be to appoint an early date in order to have imple time for a thorough reorganization of the party and a complete canvass of the State. The Republicans propose to leave no bing to chance this year in Onio. Labouraging signs of harmony are visible, and also a commendate eagerness to start the ball of Republican rictory rolling.

The proposition for a new constitution in Florida cannot be carried without the aid o he Republicans. The measure which they will insist upon being incorporated into the new instruneut in return for their support is a concession allow ar the counties to elect their own officers. This would We the control of cieven of twelve counties to the slored voters, and is a point the D morrate are unwill-og to concede. The outlook, therefore, for the State enlag a new constitution is very distincts.

The Greenbackers in Iowa have begun their mpaign against Senator Allison's re-election early, as the Legislature of the State meets only biennfully his necessor must be chosen in 1884. The war is accordingly opened by ex-Congressian Weaver's organ, which charges Mr. Allison with corruption, with a sudden increase of riches, and with being counceted with and grabs, subside yearness, bond swingles and graeral visions. The Greenbackers show that Ley realize Le size of the fixed they have on hand by losing no time in be-

Nothwithstanding the resolution passed by ne House of the Tennessee Legislature in favor of a tariff for revenue only, the Democracy to that State is not a unit on the question. Some of the strongest and nost widely circulated party papers there indorse the position taken by the Hon. Henry B. Payne, or Onlo, in his Cieveland speech. The Nasheille Banner wants "a judi-cious tariff that will build up the industries of the coun-try." These are discouraging symptoms, and right un-der Mr. Watterson's nose, too.

Before the announcement of the decision of amendment and fand void, The Des Moines Register discussed the best course to pursue under such circum stances. It argued against any hasty action on the part of the friends of temperance and believed that the cal of an extra session of the Legislature at the present time to resubmit the smendment would be a grave mistake and perhaps a fatal biunder. No ill considered step ta destrable, it says. As The Register was one of the most influential means in getting the late amendment adopted, its advice in this respect will doubtless be needed by the Prohibitionists.

David Davis's early retirement from the Senaccepting the Senatorship and so destroying what they thought was a nicely laid scheme for capturing the Presidency for Tilden through the Electoral Commission in 1877. Whether Schator Davis, had he gone on the Commission, would have decided as the Democrats expected, will never be known, but the charge that the Republicans elected him to the Senate to be rid of him is untrue. He was chosen by the combined vote of the Democrats and Independents. So the gun which the Democrats believed they had loaded in their own favor was turned against them by their own party friends.

PUBLIC OPINION.

PREMATURE PRESIDENTIAL FRUIT. A movement in favor of a canadate for the A movement in layor of a candidate for the Presidency artificially started from eighteen months to two years before the meeting of the convention is apt to share the fate of those peaces which our Earlers Store friends call "premature." These ripen early and look much superior to the slower fruit alon, side of them, but they invariably drop before picking time, and always have a worm in them.

PROTECTION AGITATION WANTED

The extent to which free trade unfairness Last Thursday the Hon. J. R. Buchtel, of Akron, Ohio, formally presented to the college that bears his name the sum of \$100,000 in his own behalf and \$25,000 in behalf of Mrs. Lydia Messenger. He stated that he intended making the college his residuary legatee at his death, and as he is worth \$2,000,000, and sha few relatives to leave much of his property to, the institution will then have a handsome endowment. Mr. Buchtel has now given the college \$300,000. Mrs. Messenger has given it \$56,000, and sha also announces he intention of making it her residuary legatee.

| Rently everything is called in question in these days of free inquiry. A man in Australia recently died, leaving \$7,000 to be expended in the content of the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York, with Judge 15 the new organization in New York i ervice they can render protection and the whole people. The country does not call for generally higner protection, and no fair minded person believes that this new cinb are seeking that end. We do need a more general and intelligent understanding of the protective points, and they can do much toward securing such a result.

and intelligent understanding of the protective possign and they can do much toward securing such a result.

INDIANA'S POLITICAL PRIZE-RING.

Prom The Indianapoits Journal (Rep.)

Our battle of Titans—McDonald and Hendricks—is attracting general attention. McDonald strikes right out from the shoulder, and is a fearth slugger, out Hendricks is so frisky and changes his position so often, that at this time the betting is about even. Both are confident and full of pluck, for each feels that he has a sure thing of it if he can but succeed in downing the one man opposed to him. It is not strange, then, that the country stands on tip-toe of excitament while our own Indiana giants are plugging away at each other. The destinites of the Nation are in the fight, and the fellow who comes out on top this time thinks are has a sure thing of being put at the head of the tacket in 1884. No Indiana Democrat has caugat on to the top yet, but who can tell? Meanwhile the fight goes right on, and the Democratic statesmen who have not the nonor of residing in Indiana are badly crowding the ropes. Not a few Republicans are mixed up in the crowd, too, enjoying the royal sport. At this writing McDonald seems to have the advantage, but when fleudricks unlimbers himself for action the tide may turn in his favor. McDonald has captured this township, but Hendricks confidently counts on Shelby County. Each, it will be observed, has a nucleus well in hand—rather small, it is true, but Rome was not builded in a day—and cace will add to his present possessions until at last the centre Democratic party will gather about one or the other and solidify in a beautiful hole.

SIGNS OF TROUBLE.

SIGNS OF TROUBLE.

Prom The Boston Pest (Dera.)

Gov. Butler's method of receiving by eard strikes a great many unraverably, and there are some who suggest that it has been adopted not only for the purpose of doing business systematically, but as a means for snabbling those whom his excellency deems worthy of